PLANNING COMMITTEE MEETING – 2nd December 2020

Amendment/De-brief Sheet

MINOR PLANNING APPLICATIONS

Circulation:	First	Item:	
Reference Number:	20/04395/PRI18A		
Address:	Cambridge Railway Station Station Road Cambridge Cambridgeshire		
Determination Date:	17 December 2020		
To Note:			

To Note

1.0 CONSULTATIONS

Environmental Health

The following comments are a summary of the assessment provided by the Council's Environmental Health (EH) team. Full comments are available on the Council's website. The comments were received on 1 Dec 20.

Operational noise:

1.1 The proposed CWM facility and associated plant room are relatively close to existing residential properties at Great Eastern Street (approximately 17m to nearest garden boundaries and 30 – 38m to property facades). It is understood that the CWM will mainly operate between the hours of 1830 to 0600 hrs when trains come out of operational use, but there is flexibility to operate at any time on a 24/7 basis 7 days a week. The number of wash cycles per hour is predicted to be variable ranging from 1 to a 3/4 maximum per any hour period.

1.2 The night time period (2300hrs to 0600hrs) is the most sensitive time of day due to the drop in ambient background noise levels combined with the fact that people are trying to sleep.

1.3 The use of BS 4142:2014+A1:2019 'Methods for rating and assessing industrial and commercial sound' is the most appropriate assessment methodology to assess significance of potential noise impacts.

1.4 The BS4142 assessment of the CWM for the worst affected property, 11 Great Eastern Street predicts an excess of Rating Level over background noise level of +6dB. The predicted Rating Level is at a threshold (in BS4142) at which there is an indication of an adverse impact (i.e. this should be avoided if possible). The anticipated levels at other Great Eastern Street and Cavendish Road properties is however expected to be lower.

1.5 A difference of around +5dB to +9dB is an indication of an adverse impact, depending on the context. The overall aim is to achieve a Rating Level that is +4dB and or below, which would be an indication of low impact.

1.6 Sound attenuation is to be provided principally by the CWM building itself and the provision of sound attenuation material within the structure – hence it is properties in a direct line of sight to the ends of the enclosure that are worst affected, e.g. 11 Great Eastern Street.

1.7 The principle aim of local and national planning policy is that development should not give rise to significant adverse impacts on health and quality of life and that all other potential residual adverse noise impacts from new development should be mitigated and reduced to a minimum.

1.8 It is also understood that only the train wash partial enclosure itself (as a building) requires prior approval. The train wash plant and machinery (both the CWM and associated plant) as standalone elements are considered permitted development and could be installed without any building or enclosure, without the need to prior approval or any noise mitigation.

1.9 There is a real risk that despite concerns of potential unacceptable intrusive noise the CWM plant could be built and installed, without it being enclosed by any buildings or acoustic noise barriers as proposed. If prior approval is refused it appears that the main elements of the prior approval scheme (CWM and plant room) could be provided under permitted development rights albeit without the building and acoustic barriers. That would mean that the noise generated from the site is likely to be significantly worse, with potential

significant adverse impacts on the amenity of residents.

1.10 Therefore, EH recommend that prior approval is granted with conditions to mitigate and reduce to a minimum potential noise impacts associated with the design and operation of the train wash enclosure building.

1.11 As a minimum, conditions are proposed requiring the detailed consideration of a noise insulation scheme to be approved in writing prior to the commencement of operational use of the CWM. This should cover both the inherent noise insulation performance of the CWM building and associated plant room and any associated mitigation such as acoustic barriers, with final performance, positioning, height and length all to be approved. The aim should be to optimise noise mitigation where technically feasible having regard to site constraints.

Vibration:

1.12 With regard to vibration caused by operation of the CWM the view of EH Officers is that potential for ground borne vibration impacts to local buildings are not anticipated to be of any material effect given the speed of trains in this area (3 to 4 MPH as train carriages passes through the wash) and the distance from these sources to properties on Cavendish Road and Great Eastern Street.

Lighting:

1.13 EH's view is that a lighting assessment should be provided as part of the prior approval process. However, as lighting design is relatively precise and providing there is also a commitment to comply with relevant best practice guidance, artificial lighting design scheme details could be conditioned for approval prior to installation and commencement of use.

Overspray:

1.14 Spray posts and side brush modules within the building appear to be angled away from the ends of the wash enclosure and prewash and final rinse sprays of the CWM are located approximately 2 to 3 metres within the enclosure. Therefore the

building should adequately contain any water spray generation and coupled with the distance to the nearest garden boundary (approximate 15 to 20m), EH do not envisage any unacceptable water spray drift or deposition even during gusty wind conditions.

Construction Noise and Vibration:

1.15 Paragraph 37 if the supporting statement states that construction effects are not factors that materially influence the design or external appearance of the building, with the exception of constructability considerations. However construction will be undertake in line with industry best practice. Construction impacts are short term / transitory in nature and the approach as detailed is acceptable

Health Impacts:

1.16 EH do not consider substances used in in wash spray and aerosol as material planning considerations, they are matters that would come under the remit of Health and Safety legislation. Under health and safety law, employers are responsible for the safety of their employees and workers. They must also ensure the health and safety of people who do not work for them including members of the general public.

Environmental Health Recommended Conditions:

Noise Insulation Mitigation Scheme

1.17 Prior to the commencement of any above ground superstructure works a detailed noise insulation / mitigation scheme for operation of the Carriage Wash Machine (CWM) - partial enclosure and associated plant room, in order to mitigate and reduce to a minimum the level of noise emanating from the approved use and to protect the amenity / quality of life of residential properties, shall be submitted to and approved in writing by the Local Planning Authority.

The said noise insulation / mitigation scheme shall include consideration of, but not exhaustively, the following:

i. sound reduction indices (R) of the airborne sound insulation properties / performance (in octave and 1/3 octave frequencies as appropriate) for each external building façade construction element / material: walls, claddings, panels and doors including any acoustic door sets with louvres. The sound reduction index performance for each element shall be certified by official “third party” laboratories according to relevant international and or national standards.

ii. details and calculations of the overall airborne sound insulation performance of the external composite building façades

iii. the application / provision of acoustic sound absorption panels / baffles / linings to the internal surfaces of the CWM partial enclosure. The thickness, area of coverage and sound absorption class (rated performance) shall be detailed and certified.

iv. detailed architectural construction / engineering specifications and drawings (with sections) for each composite element of the external building façades

v. detailing of wall junctions with ground floor level and roof

vi. operational noise data for any plant, equipment and machinery

vii. administrative/management noise mitigation controls, as appropriate

The scheme as approved shall be fully implemented before the use hereby permitted is commenced and fully maintained and retained thereafter.

Carriage Wash Machine (CWM) Post Commissioning Noise Assessment and Mitigation Scheme

1.18 Prior to commencement of full operational use and during commissioning of the Carriage Wash Machine (CWM) facility (partial enclosure and associated plant room) a British Standard - BS4142:2014+A1:2019 “Methods for rating and assessing industrial and commercial sound” assessment of CWM operational sound / noise impacts both externally in the rear gardens and at various facades heights of Great Eastern Street (to the east) and the facades of the Irons Works development site, Mill Road (to the west) properties, shall be undertaken and submitted to and approved in writing by the Local Planning Authority.

The BS4142 impact assessment methodology shall include a combination direct sound measurement and 3D sound / noise modelling and shall be agreed in advance and undertaken in liaison with and in the presence of officers from the LPA.

If the BS4142 sound / noise impact assessment results in rating levels of the CWM facility specific sound source in excess of representative background sound / noise levels of +3 dB or more, then further noise insulation mitigation measures in addition to the scheme approved under condition 1. (Noise Insulation / Mitigation Scheme – Embedded for Buildings) shall be submitted to and approved in writing by the Local Planning Authority.

The additional noise mitigation scheme shall mitigate and reduce to a minimum adverse noise impacts and shall consider, but not exhaustively, the following:

i. acoustic / noise barriers to the North and South sides of the CWM partial enclosure side entrance / exit portal openings and west

and east of the rail track into the CWM and plant room, including barrier location, length, height and airborne sound insulation and sound absorption performance which shall be certified by official “third party” laboratories according to relevant international and or national standards.

ii. acoustic / noise barriers shall be as close as possible to specific noise sources and of sufficient height to break the line of sight between the specific noise source and the receiver / receptor

iii. high speed flexible folding roll up type doors to either end of the enclosure side entry / exit portal openings

iv. provision of further sound / noise mitigation and alternative noise reducing measures to plant / equipment within the CWM enclosure

v. the technical feasibility / constructability of barrier choice shall be fully justified and evidenced

The additional noise insulation mitigation scheme measures as approved shall be fully implemented before the use hereby permitted is commenced and fully maintained and retained thereafter.

Carriage Wash Machine (CWM) Cycle - Maximum Duration

1.19 The operation / use of the Carriage Wash Machine (CWM) facility shall be limited to no more that than one train carriage wash cycle of a maximum duration of 3 minutes (180 seconds) during any given single 15-minute time reference period. A train / carriage wash cycle shall be comprised of a maximum of 12 carriages and the maximum

duration shall be from the time of entry into the CWM enclosure and commencement of the wash cycle (which shall be when the first train carriage reaches the initial spray posts) until completion (when the last train carriage passes the final rinse posts and leaves the enclosure). Outside this wash cycle of a maximum duration of 3 minutes (180 seconds) the CWM plant and equipment within the partial enclosure shall not operate.

Carriage Wash Machine Plant Room

1.20 When the Carriage Wash Machine (CWM) is in use the external doors of the associated plant room shall always be kept fully closed.

Reason for all above conditions: To mitigate and reduce to a minimum adverse noise impacts and to protect / safeguard the health and quality of life (amenity) of existing premises from noise in accordance with paragraphs 170 e) and 180 a) of the National Planning Policy Framework (NPPF), 2019 and Policy 35: Protection of human health and quality of life from noise and vibration of the Cambridge Local Plan, 2018.

Artificial Lighting Scheme

1.21 Prior to the installation of any artificial lighting an artificial lighting scheme for the Carriage Wash Machine (CWM) facility, with impact assessment shall be submitted to and approved in writing by the local planning authority. The scheme shall include details of any artificial lighting associated with the CWM facility (external and internal building lighting) and an artificial lighting impact assessment with predicted lighting levels at existing properties shall be undertaken (including horizontal / vertical isolux contour light levels and calculated glare levels).

Artificial lighting off site shall meet the maximum values of light parameters for the control of obtrusive light - limitation of illumination on surrounding properties as detailed within the Institute of Lighting Professionals *'Guidance Notes for the Reduction of Obtrusive Light - GN01/20'* (or as superseded) having regard to the local lighting Environmental Zone and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

The artificial lighting scheme as approved shall be fully implemented before the use hereby permitted is commenced and shall be retained thereafter.

Reason: To limit the impact of light pollution from artificial light on local amenity, in accordance with the National Planning Policy Framework (NPPF) paragraph 180 c) and Policy 34: Light pollution control of the Cambridge Local Plan, 2018.

2.0 REPRESENTATIONS

2.1 In addition to the addresses noted in paragraph.7.1 of the Officer Report the following addresses should be recorded as having submitted objections at the time of the report being written.

Numbers 12, 37, 74 Great Eastern Street, 93 Cavendish Road.

2.2 In addition, objections for the following addresses have subsequently been received following writing of the report:

Numbers 12, 13, 39, 41, 47, 51 55, 59, 66, 67 Great Eastern Street, 12 Kingston Street, 19 Cavendish Road

2.3 In addition to objections already summarised within the Officer report, the following objections have been raised:

- Noise will also occur from the slowly moving trains braking, entering and exiting the Carriage Wash Machine (CWM).
- Will negatively change the entire nature of Great Eastern Street, but also Cavendish Road, Argyle Street, South Petersfield, and Mill Road
- The Isometric views provide an unrealistic depiction of the scale and length of the enclosure.

- The numbers of train movements will increase over current due to CWM taking trains from across the region
- Hours of operation should be limited to daytime hours, weekdays only
- Size of enclosure will limit sunlight
- Noise and vibration monitoring prior to and following first operation of the carriage wash should be required if CWM and enclosure are constructed
- Support the proposed conditions from Quash the Trainwash

Quash the Train Wash (community organisation)

2.4 Representation letter signed by 35 residents of Great Eastern Street, summarised below:

- CWM ought have been located at Cambridge north, but available land was sold in 2016 apparently to fund network enhancements elsewhere. The community and Council were not consulted on this sale.
- Trains from around the region will be cleaned here. If they can move to Cambridge, they could move somewhere else that is more suitable.
- The railway operator claims a blanket right for all development instead of exploring and demonstrating their choice of siting facilities to Local Planning Authorities. The location is a result of poor forward planning.
- The CWM will bring a new level of continuous noise from 12-carriage trains arriving continually from across the region.
- Due to its significant size the wash and enclosure will become a landmark, not a positive one unless

it is visually appealing or in keeping with the surrounding built environment.

- residents constitute the collateral damage of a strategic plan for the railways that will see a step change in train movements through the sidings.
- The 24/7 operation of the CWM and the stacking-up of idling trains do not allow respite for residents
- Residents ask the Planning Committee to impose reasonable conditions, to ensure that the efficient operation of the railway is not achieved at the long-term cost of injury to residents
- Conditions are requested as summarised below:

Appearance:

- Enclosures to be brick effect cladding with dark grey roof, noise attenuation barriers to be green or brown

Noise:

- Maximum physical acoustic attenuation used in building wall and roof
- Doors to be fitted to building if possible, otherwise openings designed to maximise acoustic attenuation
- Acoustic fencing to be placed on both sides of the enclosure's entrance and exit prior to post-commission noise assessment testing
- Acoustic fencing and landscaping along both sides of the sidings from the north end of Cavendish Place to north end of Rustat Avenue
- Post-construction and pre-commissioning noise survey to show noise during operation is below 44dB measured from most exposed parts of the properties backing on sidings and to show average background noise contained below 38 dB at these locations, and thereafter a publicly available noise

assessment each year to confirm noise levels do not rise above these limits

- Post-construction and pre-commissioning noise assessment taken from north end of Cavendish place to north end of Rustat Avenue to confirm operational noise contained below 44dB and background noise below 40dB at these locations, and a publicly available noise assessment each year to confirm noise levels do not rise above these limits

Vibration:

- An assessment made of baseline levels of vibration from trains
- Vibration assessment of construction impact on odd numbered houses on Great Eastern Street with regard to walls, foundation & health
- Post-commissioning assessment of odd numbered houses on Great Eastern Street to determine if vibrations are significantly different from baseline.

Hours of operation:

- Carriage Wash Machine operation limited to Monday to Friday, no more than 2 trains washed per hour

Recommendation and Conclusion

3.0 PLANNING OFFICERS' CONCLUSION

3.1 With regards to the location of the proposed CWM building, Officers are of the view that it has been demonstrated that the proposed development could not reasonably be carried out elsewhere.

3.2 The visual and heritage amenity impacts arising from the CWM building are acceptable; the quasi-industrial appearance and materials of the CWM building are not unexpected within the context of railway sidings.

3.3 In terms of its potential for overshadowing and enclosure amenity impacts, the proposed CWM building is acceptable.

3.4 Following consultation with the Environment Health team, the proposed design of the CWM building would not result in operational vibrations that would result in significant adverse impact upon residential amenity. Officers consider that the likelihood of overspray is minimised through design of the CWM building, and the relative distance from neighbouring properties. Concerns regarding the use of specific chemicals cannot be addressed though the planning process but are covered by separate Health and Safety legislation.

3.5 The concerns raised by Environmental Health and residents regarding the operational and noise impacts of the CWM plant itself are acknowledged. Following receipt of Counsel's advice regarding the scope of conditions which can be applied to this category of prior approval, Officers are of the view that granting of Prior Approval would allow the Council a means to exercise a measure of control over noise mitigation through planning conditions that could be sought as part of the design of the building, as allowed for within Class A Part 18 of the General Permitted Development Order. Were Prior Approval for the building refused, there would be a permitted development fallback available to the applicant to erect a CWM without a building enclosure and the environmental impacts on local residents would be far worse.

3.6 Conditions have been requested from the Council's Environmental Health Team and the Quash the Trainwash to limit the hours of operation of the CWM and the frequency of washes per hour.

3.7 Conditions are also requested by Environmental Health (recommended conditions 3 and 4) and Quash the Trainwash in relation to post-commissioning noise assessments and erection of additional acoustic fencing alongside the entrance and exits to the building and between the site and residential properties.

3.8 Additional acoustic fences or barriers do not form part of the design of the building proposed and put

forward for prior approval, as stipulated by Condition A.2 of Class A Part 18 of the GPDO. Imposition of conditions requiring additional acoustic fencing and further noise surveys therefore fall beyond the scope of control afforded to the Council through the GPDO, which only allows for an assessment of the design and appearance of the building itself, the capacity of the building for modification in order to avoid injury to amenity, and imposition of conditions requiring modification of the design of the building to avoid any such injury. External fences fall outside of the scope of the application put forward for consideration and cannot reasonably be conditioned.

3.9 Conditions limiting hours and frequency of operation of the CWM plant do not fall within the scope of part 18 of the GPDO parameters either, notwithstanding that it is desirable to exercise control over these matters in the interests of protecting residential amenity. Any such condition(s) would also restrict the ability of a rail provider to respond to its operational needs that may arise in relation to scheduling and use of the railway line, impacting upon wider timetabling and servicing constraints and operational delivery of rail services.

3.10 Condition 1 as recommended by Environmental Health seeks the submission of a detailed noise insulation and mitigation scheme for operation of the CWM building in order to mitigate and reduce to a minimum the level of noise emanating from the CWM. This condition relates to provision of noise mitigation within the design of the building itself and would satisfy Condition A.2 of Part 18 Class A of the GDPO and can be applied to any Prior Approval granted.

3.11 Condition 4 recommended by Environmental Health seeks submission of lighting installed on the CWM building. Artificial lighting forms part of the design of the building and would have the potential to impact its external appearance. The condition meets the requirements of Part 18 Class A of the GPDO.

3.12 Taking into account the permitted development fallback available to the applicant to erect a CWM without a building enclosure and any consequent

noise mitigation, and considering the scope of the planning assessment and conditions set out within Part 18 Class A of the General Permitted Development Order 2015, it is recommended that Prior Approval is granted subject to conditions requiring submission of details of noise mitigation measures to be fitted to the CWM building, and an external lighting scheme. Other proposed conditions recommended by Environmental Health which fall outside of the scope of the part 18 prior approval parameters for consideration are recommended as informatives.

Recommendation

4.0 RECOMMENDATION

Prior approval is **Required** and **Granted** subject to the following conditions and informatives:

Conditions

Conditions:

1. Time limit

2. Approved plans

3. Prior to the construction of the Carriage Wash Machine (CWM) building above slab level, a detailed noise insulation / mitigation scheme for the CWM building, in order to mitigate and reduce to a minimum the level of noise emanating from the CWM building, shall be submitted to and approved in writing by the Local Planning Authority. The said noise insulation / mitigation scheme shall include consideration of, but not exhaustively, the following:

   i. sound reduction indices (R) of the airborne sound insulation properties / performance (in octave and 1/3 octave frequencies as appropriate) for each external building façade construction element / material: walls, claddings, panels and doors including any acoustic door sets with louvres. The sound reduction index performance for each element shall be certified by official “third party” laboratories according to relevant international and or national standards.

ii. details and calculations of the overall airborne sound insulation performance of the external composite building façades

iii. the application / provision of acoustic sound absorption panels / baffles / linings to the internal surfaces of the CWM partial enclosure. The thickness, area of coverage and sound absorption class (rated performance) shall be detailed and certified.

iv. detailed architectural construction / engineering specifications and drawings (with sections) for each composite element of the external building façades

v. detailing of wall junctions with ground floor level and roof

vi. operational noise data for any plant, equipment and machinery

vii. administrative/management noise mitigation controls, as appropriate

The CWM building shall be erected and built in accordance with the approved mitigation and the mitigation as approved shall be retained thereafter.

(Reason: To mitigate and reduce to a minimum adverse noise impacts arising from the building design and to protect and safeguard the amenity of existing premises from noise in accordance with paragraphs 170 e) and 180 a) of the National Planning Policy Framework (NPPF), 2019 and Policy 35 of the Cambridge Local Plan, 2018.)

4. Prior to the installation of any artificial lighting on the CWM building, an artificial lighting scheme assessment for the CWM building, shall be submitted to and approved in writing by the Local

Planning Authority. The scheme shall include details of any artificial lighting associated with the CWM building. The assessment shall include predicted lighting levels at existing properties, including horizontal / vertical isolux contour light levels and calculated glare levels.

The design of the lighting on the building shall be such that off-site light impacts shall meet the maximum values of light parameters for the control of obtrusive light - limitation of illumination on surrounding properties as detailed within the Institute of Lighting Professionals *'Guidance Notes for the Reduction of Obtrusive Light - GN01/20'* (or as superseded) having regard to the local lighting Environmental Zone and any mitigation measures to reduce and contain potential artificial light spill and glare as appropriate shall be detailed.

The artificial lighting scheme shall be fully implemented in accordance with the approved details and shall be retained thereafter.

(Reason: To limit the impact of light pollution from artificial light on local amenity, in accordance with the National Planning Policy Framework (NPPF) paragraph 180 c) and Policy 34 of the Cambridge Local Plan, 2018.)

Informatives:

1: The applicant is advised that prior to the commencement of the full operational use and during commissioning of the Carriage Wash Machine (CWM) facility (partial enclosure and associated plant room) a British Standard - BS4142:2014+A1:2019 "Methods for rating and assessing industrial and commercial sound" assessment of CWM operational sound / noise impacts both externally in the rear gardens and at various facades heights of Great Eastern Street (to the east) and the facades of the Irons Works development site, Mill Road (to the west) properties, should be undertaken.

The BS4142 impact assessment methodology should include a combination direct sound measurement and 3D sound / noise modelling. The applicants should seek to agree the report with the Council's Environmental Health department.

If the BS4142 sound / noise impact assessment results in rating levels of the CWM facility specific sound source in excess of representative background sound / noise levels of +3 dB or more, then further noise insulation mitigation measures in addition to the scheme approved under condition 1. (Noise Insulation / Mitigation Scheme – Embedded for Buildings) should be considered.

The additional noise mitigation should seek to reduce to a minimum adverse noise impacts and should consider, but not exhaustively, the following measures:

vi. acoustic / noise barriers to the North and South sides of the CWM partial enclosure side entrance / exit portal openings and west and east of the rail track into the CWM and plant room, including barrier location, length, height and airborne sound insulation and sound absorption performance certified by official “third party” laboratories according to relevant international and or national standards.

vii. acoustic / noise barriers positioned as close as possible to specific noise sources and of sufficient height to break the line of sight between the specific noise source and the receiver / receptor

viii. high speed flexible folding roll up type doors to either end of the enclosure side entry / exit portal openings

ix. provision of further sound / noise mitigation and alternative noise reducing measures to plant / equipment within the CWM enclosure

x. the technical feasibility / constructability of barrier choice should be fully justified and evidenced

2. The applicant is advised that the operation / use of the Carriage Wash Machine (CWM) facility should be limited to no more that than one train carriage wash cycle of a maximum duration of 3 minutes (180 seconds) during any given single 15-minute time reference period. A train / carriage wash cycle should be comprised of a maximum of 12 carriages and the maximum duration should be from the time of entry into the CWM enclosure and commencement of the wash cycle (which is when the first train carriage reaches the initial spray posts) until completion (when the last train carriage passes the final rinse posts and leaves the enclosure). Outside this wash cycle of a maximum duration of 3 minutes (180 seconds) the CWM plant and equipment within the partial enclosure should not operate.

3. When the Cambridge Wash Machine (CWM) is in use the external doors of the associated plant room should always be kept fully closed.

Decision:

Circulation:	First	Item:
Reference Number:	20/04083/FUL	
Address:	39 Akeman Street Cambridge CB4 3HE	
Determination Date:	3 December 2020	
To Note:		
Amendments to Text:	For the avoidance doubt, this is a Regulation 3 application submitted by Cambridge City Council for land in its ownership.	
Pre-Committee Amendments to Recommendation:		

Decision:

Circulation:	First	Item:
Reference Number:	20/01925/FUL	
Address:	1 Clarkson Close Cambridge CB3 0EJ	
Determination Date:	27 May 2020	
To Note:	None.	
Amendments to Text:	None.	
Pre-Committee Amendments to Recommendation:	None	
Decision:		

Circulation:	First	Item:
Reference Number:	20/02965/S73	
Address:	1 Grosvenor Court Cambridge CB3 0HU	
Determination Date:	1 September 2020	
To Note:	Nothing	
Amendments to Text:	None	
Pre-Committee Amendments to Recommendation:	None	
Decision:		

Circulation:	First	Item:
Reference Number:	20/03250/HFUL	
Address:	3 Bradrushe Fields Cambridge CB3 0DW	
Determination Date:	22 September 2020	
To Note:	The owner of Orchard House in Conduit Heat Road [shown as No.6 in the plan] has raised concerns regarding the wildlife value of their garden and requested that the Biodiversity Officer visit their property (rather than viewing solely from within the relatively well-lit application site) in order to fully understand the impact the development would have on their garden, particularly the effect that the additional artificial lighting would have	

on the many bat species that forage in the Conduit Head Road gardens.

The Council's Biodiversity Officer visited the site last week at dusk. He has confirmed that the neighbour's mature garden contains a mix of habitats that connect to a largely unlit wider habitat corridor. Artificial light is known to deter certain species of bat from foraging so there is the potential for the proposed velux windows and dormer on the north eastern elevation to have a detrimental impact. He has requested that consideration be given as to whether a viable scheme could be proposed that avoids or reduces the need for roof windows on the northern elevation. The use of light filtering glass, louvres or black-out blinds could also reduce light emission to acceptable levels. If approved, a condition restricting artificial lights along the northern boundary would help to safeguard the bat foraging corridor.

The above comments have been forwarded to the applicants who have advised that they did explore the possibility of light-filtering glass, in view of the neighbours concerns, but that the cost was prohibitively expensive. With regard to the suggestion that rooflights on the northern side could be removed, the applicant has commented that the rooms in the roof space are quite large and therefore need the ventilation and light to both sides. The applicants have compromised on the size of the rooflights (which are much smaller than those added to nearby properties such as 20 Conduit Head Road) and have advised that they are also willing to install blackout blinds to further limit light spill.

Amendments to Text:	None
Pre-Committee Amendments to Recommendation:	None

Decision:
